To think about the constitution of one's food is oppres sive and unappetizing, but salutary. It means longer life and greater delight in life; it means, perhaps, divinely formed machine of the human body working in perfect cleanliness and vigor inside and out. Professor Atwater's papers on the "Chemistry of Foods and Nutri-tion" promise to be a valuable feature of The Century. They ought to be carefully read and seriously considered.

Harper presents some admirable portraits in its open ing article on "The Recent Movement to Southern Literature." With these we have no fault to find. As for the text, it must be confessed that Mr. Coleman deals out too much indiscriminate eulogy. His repeated use of the word "exquisite" becomes absurd at last-it is one which should be sparingly applied in criticism if it is to mean anything. Oddly enough, Mr. Coleman treats with the least enthusiasm one writer who is, in some directions, the strongest on his list-Richard Malcolm

M. Coquelin's article on "Acting and Actors" is a charming one, and is charmingly illustrated-an at-tractive feature of an unusually attractive number of Harper. M. Coquelin makes a short statement which may be commended to the "Realists." "Just as I would not he says, " any departure from truth on the plea of picturesque effects, so I would not permit a represent-ation of commonplace or horrible things on the pretext of reality. I am always on the side of nature, and against naturalism. Nature in art! How much there is to say ut it." "Nature in art" is a phrase which can be wisely applied to literature as well as to the stage.

Mrs. Rollins's record of travel in the Yellowstone country is delightful in its way, merry, picturesque and suggestive. Harper has given us for many seasons pleasant papers of travel, and none pleasanter than this.

The best thing in Lippincott is the novelette which occupies the greater part of the magazine—Captain Charles King's "Deserter." It is a spirited story of army life, and one so absorbing that it cannot be dropped unfinished. Among the modern American nevelists Captain King is almost alone in his power of holding the reader. There is not another American story of the year which one would feel impelled to sit up half the night to finish. And Captain King is a romance writer, too!—a being now supposed to be without the pale of artistic fiction.

' That is a fine poem which Colonel Hay contributes to The Century. What if its idea be far from new t-it is treated in a way so noble as to make the reader lament more than ever that its brilliant author so seldom deigns to use his poet's gift.

The cleverest character sketch which Miss S. O. Jeweth has yet produced brightens this month the pages of The Liantic. It is humorous, it is pathetic; it is "realistic"—oh, abused_word!—and yet it is informed with imagination; it is almost perfect after its kind.

There is a May-time brightness in Dr. Holmes's Atlantic reminise nees of his foreign visit. The bead of an eternal youthfulness of spirit sparkles upon the gental draught he offers us.

The discovery of the still strangely lifelike body of the great Pharaoh has often been related since '81, but never ore entertainingly than in the May Century. The reful illustrations lend exceeding vividness and reality to the story.

What is the "Touch of Sublimity" which gives its title to Mrs. Lathrop's clever story in The New Princeton Review f It can hardly lie in the strained and unnatural conclusion, though the reader is supposed to infer it. This is, in style, the best bit of prose Mrs. Lathrop has given us. She is growing out of the fault typified in this half-sentence: "Ste . . . turned in at a little stranded gateway, drifted, as it were, by a sea of fields against the

The May Atlantic is a notable number and one to be heartily commended. First among its serious papers is Mr. George F. Parsons's brilliant article on " The Decline No other American writer observes as closely tendencies of his day and his country; few are as just in the statement of motives and causes, and few are so capable of combining practicality and lofty ethics. One may not wholly agree with all Mr. Parsons's deductions, but one is forced to enjoy the mode in which they are presented. His paper is a philosophic and original contribution to the literature of practical Christianity.

Duty was not declining in New-England, it is certain copy-book in Boston. Mr. Cabot records in The Atlantic that Ralph went to school before he was three years old; and his life there as well as at home was austere. The boy's mother loved her children, but showed it only in her carefulness for their well-being. Mr. Cabot says that ouce when Ralph and another brother had played truant all one day they were much surprised on their return at the mother's exclaiming: "My son, I bave been in an agony for you!" "I went to bed," says Ralph, "in bliss at the interest she showed." It was a boyhood full of stern limitations and exactions; and it brought forth

Mr. Thomas Stevens is hereafter to act as Cycling Editor of Outing, his work to be done in the intervals of lecturing. The current number of Outing has a biograph-Scal sketch of Mr. Stevens accompanied by a portrait in

Mrs. Lamb's paper in The Magazine of American History on the White House and its Memories serves as a pleasant vehicle for the presentation of various portraits of the wives of our Presidents. Portraits of Mrs. Mc-Elroy and Miss R. E. Cleveland with several views of the White House are included The handsome young face of Mrs. Cleveland fronts the opening page. The defect of the article is a wretched portrait of Mrs. Garfield.

Mr. Olin L. Warner's beautiful "Diana," which is a "feature" of the present Prize Fund exhibition, has been reproduced as well as possible by photogravure for the March number of *The Art Review*. The publisher of the magazine has been fortunate in introducing sculpture of such distinction to the public in advance of its public exhibition. The leading article of this number discusses Mr. Warner's works and his professional career. Mrs. Helena DeKay furnishes "a few words about Millet," and there are brief papers upon architecture and stained glass. One of the most interesting of our painter-etchers, Mr. C. A. Platt, has contributed an etching of Honfleur Harbor, and there are photogravures after paintings by Messrs. George Inness and E. H. Blashfield. A dozen pages of "art notes" yield a variety of information and critical opinion, rounding out a number of much merit.

In The Andover Review there is a readable article on The Andover Theory of Future Probation " by the Rev Dr. Themas P. Field. Dr. Field is a strong believer in the so-called "Andover Theory," and in this article carries the war into Africa by maintaining that probation after death is not only in harmony with the te of the Christian Church, but that it is explicitly taught by Scripture. Therefore, in his opinion, those who deny do violence to the very authority which they profess to revere. He also adduces evidence to show that many of the greatest living theologians admit that there may be some sort of probation after death. It will be interesting to see what answer the anti-probationists will make to Dr. Field's arguments.

The May Andover also contains a thoughtful article "The Social Composition of American Cities," by the Rev. Samue; Lane Loomis. "American cities," he says, "have two classes of people; the smaller, engaged in the professions and commercial life, is in comfortable cirnumstances, well-housed, well-clothed, and well fed, is mainly of native stock and Protestant faith; the larger class toils with the hands, is less comfortable, worse boused, more coarsely and scantily clothed and more poorly fed, is of foreign race, and is largely Roman Catholic in religion." The tendency of modern civilization is to separate these two classes. It is not so much that the rich are becoming richer and the poor poorer; indeed, it is doubtful if this is true in any sense. But the intelligent are all the time becoming more intelligent, while the unintelligent are becoming relatively arger in number every year through immigration. This masimilated element threatens to become a serious may how it can be brought into harmony with the mational life. Mr. Loomis does not attempt to show how this may be done, but contents himself with simply stating the facts, which he does clearly and forcibly.

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CRAIN AND PRODUCE MARKETS.

FEATURES OF NEW-YORK DEALINGS. An active and buoyant speculation was developed in wheat yesterday. The buils were masters of the field from begin-ning to end and in the failure of Carruthers & Co. they got ning to end and in the failure of Carruthers & Co. they got the first sealp of the victims of the recent boom. There was no new feature to note; the sustaining influences were the good condition of the foreign markets, the excellent export movement and the large short interest. Perhaps more than these elements (against which the bears have been urging promising crops and a big visible supply) the continent that "the bulls have got 'em' has induced outside buying. The bull fire has had fresh fuel in the spice of traders who helicard bull fire has had fresh fuel in the sales of traders who be that a reaction was due, but it will probably come when the average dealer doesn't expect it. The options closed firm at

THE TRADE IN CHICAGO.

CHICAGO, May 5 (Special).—June wheat closed at 85% cents to might, the top price of the day. June corn closed steady at 36% 230% cents; June ribs at \$7 60. June lard at \$5.97% June wheat was this morning nearly I cent above last night's close, and Kershaw & Co., the clique brokers, were taking all the offerings at even the top figures. Rosenfeld & Co. bought as heavily of wheat as Kershaw, and per haps bought more. The clique houses bought for both June and July. Outsiders who have watched the course of the and July. Outsiders who have watched the course of a market narrowly are buying July. On the advances July goes up almost in proportion, and in the breaks July drops little. Corn was dull and weak. It declined from 40% cents to 30% cents for June, in spite of the excitoment and strength of wheat. The crowd still keeps lung of this grain, and the big operators are getting out of it the carrying charges that they are not now making out of wheat. A carrying charge of 1% cents on corn is more sections than in wheat, and for that rea-son selling of the distant months is pretty safe so long as the big stocks stay here. Provisions are dull on the big receipts of hogs.

THE STATE OF TRADE.

Corn 65,000 bush.

BOSTON. May 5.—Flour quiet—Choice Extras \$3.50 B
\$3.75. Common Extras. \$3.00 B\$3.25. Spring Wheat
Patents prime. \$5.00 B\$3.25. Corn steady—Steamer
Patents prime. \$5.00 B\$3.25. Corn steady—Steamer
Patents prime. \$5.00 B\$3.25. Corn steady—Steamer
No. 1 White \$4.04 Mc. No. 2 White \$3.50 B\$3.50. No. 3
White \$3.50 S\$4. Shorts steady—Middlines ber too \$19.00 B
\$21.50. Butter firm—Western Extras Details 19.00 B
\$21.50. Butter firm—Western Extras 14 Commeny 25.50 Mc.
Western \$15.50 B\$6. Eastern Extras 14 Commeny 25.50 Mc.
Western \$15.50 B\$6. Eastern Extras 14 Commeny 25.500 bush.
Out-58.000 bush. Shorts 31.000 bush.
BUFFALO, May 5.—Wheat—No. 1 Harl was higher offering.

ents \$4 10 5 1 50, Minnesota Bazera in sicka \$5 10 5 33 15. Rve Florit-\$4 3 3 3 3 3 13 11 3 12. Buogwheat \$2 5 E33 per 10 3 15.

Thelealing interestanged as follows—

38% 40% 41% 42% 41% August. 780 782- 7774 7777

The highest cash brises were as follows.—Wheat.—No. 2 spring 875-e No. 8 Spring 750- No. 2 Hea 83-c. Cora-No. 2 35-sc. No. 25-sc. 157- No. 2 156- Spring 750- No. 2 56- Spring 750- No. 2 56- Spring 750- Spring 750- No. 2 56- Spring 750- No. 2 56- Spring 750- Spring 750-

Date of Projuce Exchange to day the Butter market was outer. Creamery 10 220c; Dairy 12 220c. Eggs 10 bc, per for.

Olso, per for.

Mixed 20 bc.

Mixed 20 bc. the Projuce Exchange to day the Butter market culet. Creamery 16 23c; Dairy 12 20c. Eggs

Fig. Cheese steader. Cheduars at 12.0 12.0 Lin. Barier 11.500 bush. Shipments - Flour 13.03 buts. Barier 11.500 bush. Shipments - Flour 13.03 buts. Barier 11.500 bush. Shipments - Flour 13.03 buts. What 44.000 bush. Bright ... Duss. Barier ... Duss. Profits. May 5.—Corn scarce, firm. High Mired 874.285c, Mired 874.685c. ... Oaks steady. No. 2 White 22.279.5c. No. 2 Mired 874.685c. ... Live steady. No. 2 bit 20.79c. ... No. 18.000 bush. Bre. ... Live steady. No. 2 bit 20.79c. ... No. 18.000 bush. Bre. ... Live steady. No. 2 bit 20.79c. ... Whiskey firm at \$1 14. ... Recoulds—Corn 5.000 bush. Dist. Bright ... Live steady. No. 2 bit 20.79c. ... Live steady the current moderate trade requirements. No. 1 Western and Pennsylvania Superime \$2.50 e8275. do. do do Extra \$3.00.285 25. Pennsylvania Roller Process \$4.00.285 25. do Straight \$4.25.285 25. Enusylvania Roller Process \$4.00.285 25. do Straight \$4.25.285 25. St. Louis and Southern Illinois Clear \$4.00.285 25. Louis and Southern Illinois Clear \$4.00.285 25. do Straight \$4.25.285 25. St. Louis and Southern Illinois Clear \$4.00.285 25. do Straight \$4.25.285 25. St. Louis and Southern Illinois Clear \$4.00.285 25. do No. 2 straight \$4.25.285 25. do do straight \$4 PHILADELPHIA, May 5-3:45 p. m.—Wheat strong and higher, No. 2 Red May 95-2-96c do June 95-2

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Wild Bright Strain St

s.000 bash. Bhipments-Flour 6,000 bbiss: Wheat 10,000 bush. Corn 3,000 bush. Oats 11,000 bush. Rye bush. Barier bush.

Barier bush.

TOLERO, May 5.—Wheat firm. May 83% bid: June 87%.
Corn steady, quiet. May 41c..... Cloverseed duil. Cash.
84 05 bid...... fiscentis—Wheat 11,000 bush. Corn 11,000
bush. Oats 1,000 bush. Coverseed ... bags. Shipments—
Wheat 15,000 bush. Corn 1,000 bush. Oats bush.
Clover Seed 50 bags.

SPIRITS OF TURPENTINE CHARLESTON, May 5.—Turpentine steady at 31a. 6avannau. May 5.—Turpentine firm at 31c. Wilminoton, May 5.—Turpenine guiet at 32c.

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Notice is hereby given that the first instalment of 25 PER CENT of the contribution required upon the stock and securities deposited with Mears, thrown firotheres & Company under the Plan of incorganization of the above Companies, is hereby called, and will be payable on JULY 1, 1887.

The second instalment of 25 PER CENT is also hereby called, and will be payable on JULY 1, 1887.

Payments are to be made at the offices of Measts. Brown Brothers & Company, in the cities of New-York and Philadelphia. By order of the Board of Reconstruction Trustees.

JNO. B. GARBETT, Chairman,

STOCKHOLDERS of the ST. LOUIS and SAN PHANCISCO RAILROAD COMPANY are requested to send their proxies in the name of EDWARD L. GPPENHEIM of WALTER DEL MAR to E. L. OPPENHEIM & CO., 51 and 53 New st., New York. THE LAKE SHORE AND MICHIGAN SOUTHERN

RAILWAY COMPANY.

TREASURER'S OFFICE, GRAND CENTRAL DEFOT,
NEW YORK, March 29, 1887.

The transfer books of this company will be closed at 3 o'clock
p. m. on Saturnay, the 2d day of April next (preparatory to the
annual election for Directors to be held on the 4th day of May
next), and will be reopened on the morning of Friday, the 5th
day of May next.

E. D. WORCESTER, Treasurer.

TO THE HOLDERS OF

PEORIA, DECATUR AND EVANSVILLE INCOME

THE CENTRAL TRUST CO. OF NEW-YORK, NEW-YORK, March 1, 1857. NOTICE IS HEREBY GIVEN that an issue of forty-year feer cent, second mortgage bonds, dated November 1, 1833, secured by mertgage upon the Peoria, Decatur and Evanssecured by mortgage upon the Pestia, Desatur and Evalu-rille Railway, made to the undersigned and William A. Heli-man as Trustee, having been antipories and propers), the undersigned will, on and after March 7, 1887, exchange the same, bond for bond, at pur, for the entatanting income bonds of said company, viz. Upon the Peoria Division \$355,000, and upon the Evanswille Division \$1,235,000, amounting in all to \$2,088,000.

THE CENTRAL TRUST CO. OF NEW-YORK, F. P. OLCOTT,

President.

President.

OFFICE OF THE EQUITABLE GAS LIGHT
AND FUEL COMPANY OF CHICAGO,
NEW-YORK, May 3, 1887.

THE BOOKS of this company will be closed
at the office of its transferjagens, the Central Trust Company, Nasan-at, New-York, from the 18th day of May not into
1st, day of May, 1887, for the purpose of making a division to
the stockholders of record, payable at the same office on and
after May 21, 1887, of 20,000 snares of stock in the Gas Trust
Company of Chicago, at the rate of 62 2 per cent of the latter
for each share of said Equitable stock. At the same time the
Contral Trust Company will give ismucrary receipts for the
factor of the Equitable Gas Light and Puel Company of
Unicago, exchangeable latter for one and a quarter shares each
of the Gas Trust Company stock when its engraved cortificates are printed. By order of the Board.
2NO, 8, WELLS,
Secretary.

NEW - HAVEN,—Steamers leave Peck-shp (Pier 25, E. R.) at 3 p.m. and 11 p.m. (Sundays excepted). Steamers arrive in time for early trains north and east

CENTRAL IOWA RAILWAY CO. TO THE HOLDERS OF THE IST MORTGAGE BONDS

Imancial.

lor, exchanging the First Mortgage Bonds of the Central Iowa Railway Company for new bonds, as proposed by Mr. G. E. Caintor in his circular letter of April 23, 1887, is unfair and Boston, Masa., on Tuesday, May 10, at 10 o'clock a. m., to

RICHARDSON, HILL & CO., ISAAC PRATT, jr., FRED. L. AMES.

GAS STOCKS AND BONDS OF GAS COM-W. BRENTON WELLING, 2 Wall-st.

NOTICE OF STOCKHOLDERS MEETING NOTICE OF STOCKHOLDERS' MEETING.

-Notice is hereby given to the stockholders of the Grand Central Mining Company (a corporation of Ohio) and to all others whom it may concern, that a special meeting it he stockholders of said corporation will be held at the principal office of said corporation in the City of Youngatows, Ohio Friday, the 13th day of May, 1887, beginning at 11 o'clock a. m. of said day

The objects of such meeting are to consider and vote upon the question of the sale and transfer by said the Grand Central Mining Company of all its property to a corporation of the same name, to be organized under the laws of the Territory of Arizona, and to consider and vote upon all questions which may pertain to the matter and manner of effecting such sale and transfer.

CHARLES D. ARMS, President

YOUNGSTOWN, Ohio, April 8, 1887.

CENTRAL RAILEGAD COMPANY OF NEW-JERSEY. NOTICE IS HEREBY GIVEN that the annual meeting of the stockholders of the Central Railroad Company of New-Jersey, to elect aline Directors to serve for the year next enaming, will be leid at the Office of the Company, of New-Jersey, to elect aline Directors to serve for the year next enaming, will be leid at the Office of the Company, of leck p. m. of Friday, why to next priday, the 16th instant, to Monday, the 9th proxima By order, SAMUEL KNOX, Secretary.

DENNSYLVANIA RAILROAD CO. TREASURER'S DEPARTMENT.

PHILADELPHIA, May 2d, 1887. The Board of Directors has this day declared a semi-annua dividend of TWO AND ONE-HALF PER CENT upon the capital stock of the company, clear of all taxes, payable on and after May 31, next, to shareholders as registered on the books at 3 p. m. on April 30, nit.

On May 31 dividends will be paid to women only ROBERT W. SMITH,

Bankers and Brokers.

P. W. GALLAUDET & CO., BANKERS. COMMERCIAL PAPER, STOCKS AND BOYOL

UNITED BANK BUILDING. WALLST, CORNER BROADWAY, H. FITCH, JR. Member N. Y. Stock Exchange

Vermilye & Co., BANKERS AND BROKERS.

BUY AND SELL ON COMMISSION FOR CASH OR ON MARGIN ALL SECURETIES LISTED AT NEW-YORK STOCK EXCHANGE. YORK STOCK EXCHANGE.

DEPOSITS RECEIVED AND INTEREST ALLOWED
ON BALANCES SUBJECT TO DRAFT AT SIGHT,

Dealers in Investment Securities,

Dividend Notices.

THE AMERICAN EXCHANGE NATIONAL BANK.)
128 BROADWAT.
128 BROADWAT.
AT A MEETING of the Board of Directors
held this day, a Dividend of THREE AND ONE HALF
PER CENT (3-g) on the Capital Stock of this Bank, was declared payable to Stockholders on the SECOND (2) OF MAY
PHONIMO.

Transfer books close to-day and reopen May 5, prot. DUMONT CLARKE, Cashier.

THE BANK OF THE STATE OF NEW YORK, NEW YORK, April 26, 1887. AT A MEETING OF THE DIRECTORS OF this Bank, held this day, a Dividend of FOUR PER CENT on the capital stock was declared, payable on and after May 10 next, out of the earnings of the last six JOHN H. ROLSTON, Cashier.

THREE and one-half (312) per cent interest.

THREE and one-half (312) per cent interest.

will be paid on the registered income bonds of this Company, issued for funding cuipons detached from the cousoidated mortgage bonds, payable on and after the 23d inst. Transfer books will be closed the 7th last, at 3 p. m., and reopen the 25th inst, at 10 a.m.

S. R. LANG, Treasurer.

open the 25th inst, at 10 a. m.

OFFICE OF THE CANADA SOUTHERN RAILWAY COMPANY, NEW-YORK, April 23, 1887.

THE TRANSFER BOOKS of this company will be closed at 3 o'clock p. m. on SATURDAY, April

Steamboats and Railroads.

ALBANY BOATS-PEOPLE'S LINE .- PRIace Steamers DREW and DRAN RICHMOND every week day at at 6 p. m. from Pier 41 N. R., foot of

A. TROY BOATS, CITIZENS' LINE. —
Stoamers CITY OF TROY and SARATOGA leave
foot of Christopher at, North River, daily, except saturday,
6p. m. for Troy and the North, Sunday stoamer touches at
Albany. Troy Excursion Tickets, \$2.50.

Albany. Troy Excursion Tickets, \$2.00.

HARLEM RIVER BRANCH

NEW-YORK, NEW-HAVEN and HARTFORD R. R.
Trains leave Harlen River Station, oernor 1343-st. and Lincolinave, near Third Avenue Bridge across Harlen River
(reached by Second Avenue and Suburban Elsevatot reitroads), daily, except Sundays, at 4845, 7.50, 9410, 10, 11-55
a. m., 210, 355, 440, 510, 940, 4, 10-30 p. m., tor Port Morris, Casanova (10-ke Point), Hunt's Point, West Farms, Van
Nesq, West Claster, Timpson's, Bay Chester (Petham Bay),
Bartow (City Island), Feiham Manor and New-Rochelle, conmenting at New-Rochelle with trains for all points on the
main line of the New-York, New-Haven and Hartford Raidroad, Shore Line and Air Line Divisions, New-Casanan, Mildietown, New-Britain and Sufficial branches, and Boston and
all points East. all points Fast.
All points Fast.
Midnight train for New-Rochelle and all intermediate 4th
tions at 1210 p. m. daily, except Mondays.
Sunday trains for New-Rochelle and all intermediate 4th
tions at 12.10 p. m. daily, except Mondays.
Sunday trains for New-Rochelle and all intermediate 4th
tions at 9 a. m., 12.01 and 9:30 p. m., the latter train connecting at New-Rochelle with way train to stamford.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD,—Commencing January 2, 1887. through trains will leave Grand Central Depot:
pla. di. nochester Expless, through dirawing-room cars to Atlant, Troy, St. Albana, Rouse's Pt. and Syracuse at Albany, Utca. Syracuse, Rochester, Burhalo, Misgara Falls, Erie, Clevoland and Toledo, arriving at Chicago tide a meant day.
19:50 a.m., Chicago Express, drawing room cars to Canandaigus and nochester.

brie, Clevenand and Chicago Express, drawing room cars to Canandagua and Hochester.

10:30 a.m., Chicago Express, drawing room cars to Canandagua and Hochester.

211:30 a.m., Western New-York and Northern Express, with drawing-from cars.

3:30 p. m., Atloany, Troy and Utica Express, with drawing-from cars to Troy.

4 p. m., Accommodation to Albany and Troy.

4 p. m., Chicago and ex. Louis Express, with desping-cars for Niagara Fairs, Buffaio, Chichusati, Toledo, Destroit, Chicago and txt. Louis. Disling-car New York to Albany.

0:30 p. m., Montreat Express, with alseping-cars to Montreal. Bunk to Utica, stopping a principal stations.

9 p. m., Special sineper with discipling-cars to Montreal.

10:30 p. m., Montreat Express, with alseping-cars for Rochesfor, Buffaio, Niagara for New Letrown via Utica, daily except for Montreal Septing-cars to Albany.

10:40 p. m., Pacific Express, with sleeping-cars to Albany and Troy.

11:15 p. m., Pacific Express, with sleeping-cars to Albany and Troy.

11:15 p. m., Might Express, with sleeping-cars to Albany and Troy. Connects with the morning trains for the West and for the Ford Chicago. Stephing-cars in the second of the Survey of the Chicago Septiment of the Albany and Troy.

11:15 p. Connects with the morning trains for the West and for the Survey as a Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Battery Tickets on sais at Grand Central Depot, No. 7 Batt

SHORE LINE, all Rail, for Boston, Provi-bence, Newport and all New-England Points. 3 Ex-press trains daily (Sundays excepted) from Grand Central Depot, at 8 a. m., 2p. m. (parior cars) and 11 p. m. (patace sleeping cars). Sunday trains 10 a. m. (parlor cars), 11 p. m.

Take 2 p. m. Express for Newport, arriving at 7:40 p. m. BOSTON, NEWPORT, NORTH and EAST via FALL RIVER LINE, - Steamers FILGRIM and BRISTOL. Leave Pier 28 N. R., foot of Murrayst, at 5:91 p. m. daily; (sanily); included, Connection by Annox Boat from Brookly at 1:31 and Jersoy City at 4 p. m. An orchestra ou each steamer. Best accommodations.

REDUCTION OF FARES VIA NORWICH LINE. The Popular Inside Route. To Boston, \$3: Worcostor, \$250. Corresponding reduction to all points. Steamers "City of Worcostor" and "City of New York" leave Pier 40 (old number). North River, foot of Watte-5t, next pior above Desbrosses Perry) daily except Sunday, at 5:00 p. m.

BAY LINE to OLD POINT COMFORT,
NORFOLK, VA., and SOUTH,
Leave via Penn. R. R. 4:50 p. m. Parlor cars to Baltimore,
thence palace steamers, arriving at Old Point at 8:15 1 m.,
Norfolk Va. m. Gen'l Pass. Agent, 31v Broadway, N. Y.

Steamboats and Railroads.

—RONDOUT and KINGSTON, landing as crassion's (West Point). Cornwall, Newburg, Mart. o. Milton, Poughkoopsie and Reopus, connecting with tor and Delaware, Story Clove and Catakill Mountain roads. Steamers (lift of Kingston and James W Baldisave or your week day at 4 p. m. pier foot of Harrison as, ept Saturday, when City of Kingston leaves as 1 p. m.

WEST SHORE RALLROAD.

N.Y. C. & H. R. R. Co., leasees.

Trains leave West 420-st. station as follows, and 15 minuted earlier from foot of Jay-st., North River:
Detroit and Chicago, 90:56 a. m., 96:05, 98:15 p. m.
St. Louis, 96:05, 98:15 p. m.
Utica, Fyracuse, Buffalo, Rochester, Suspension Bridge,
Niagara Falia, 3:16, 96:56 a. m., 96:05, 98:15 p. m.
Highland, Kingston, Saugerties, Catakill, Albany, 2:15, 7:15, 9:55, 1:100 a. m., 4, 96:05, 98:15 p. m.
Cranston's, West Point, Cornwall, Newburg, 95:5, 10:1015, 11:30 a. m., 4, 96:50, 98:15 p. m., and 96:05 p. m.
Cranston's, Cornwall, Newburg, 59:55, 10:1015, 11:30 a. m., 4, 96:50, 98:15 p. m., and 96:05 p. m.
Hamilton, London, 90:55 a. m., 40:5, 8:15 p. m., Toronto, 19:55 a. m., 16:05, 98:15 p. m.
Elegant sleeping oars for Buffalo, Niagara Falls, Detroit, Chirago and St. Louis on all through trains.

Daily, I Daily except Saturday, Other trains daily except Sunday.

Sunday.

For lickets, time-tables, parlor or sleeping-car accommodations or information, apply at offices. Brooklyn—333 Washington-st., 730 Fulton-st., Anner Office, foot of Fulton-st. New York City, 863, 785, 842 Brea way, 1534 Bowery, and West Shore stations, foot of West 424-st., foot of Jay-st., N. R. C. E. LAMIBER, S. L. LAMIBER, S. C. E. LAMIBER, General Passeuger Agent.

CATSKILL EVENING LINE.
For CATSKILL and way iandings. Boats leave Pier 33,
North River, loot of Jay-street, daily at 5 p. m.
For STUVESANT and APHEN'S from Pier 35, North
River foot of Frankin-street, Tuesdays, Thursdays and
Saturdays at Same hour.

CENTRAL RAILROAD OF NEW-JERSEY.

FOOT OF LIBERTY STREET, NORTH RIVER, FOR PHILADELPHIA and THENTON, "Bound Brook Bonte," at 400, 746, 9:00, 11:00, a. m., 1:30, 4:00, 4:30, 5:30, 7:30, 12:00 p, m. SUNDAYS at 4:00, 8:45, a. m.; 6:80, 12:00 7:30, 12:00 p. m. SUNDAYS at 4:00, 8:45, a. m.; 5:30, 12:00 p. m., have connection for Reading, Harristuarg, Pottaville, etc. 4:00 a. m. for Easton, Bethlehem, Allentown, Reading, Harristuarg, Pottaville, etc. 4:00 a. m. for Easton, Bethlehem, Allentown, Mauch Chunk, 7:00 a. m. for Easton, Bethlehem, Allentown, Mauch Chunk, 7:00 a. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Randers, Scrauton, Reading, Harristuarg, Pottaville, Tamagua, Shamokin, Sunbury, Lowisburg, Willnamsper, 1:00 and 1:30 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harristurg, etc. 3:45 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harristurg, Milkesbarre, Scranton, Tamagua, Shamokin, Sunbury, Lowisburg, Wilkesbarre, Reading, Harristurg, etc. O. Sundays at 5:30 p. m. for Easton, Bathlehem, Allentown, Allentown, 200 and 7:20 p. m. for Easton, Bothlehem, Allentown, Allentown, Allentown, Allentown, Mauch Chunk, P. M. Sundays at 5:30 p. m. for Easton, Bathlehem, Allentown, Allentown, Mauch Chunk, P. M. Sundays at 5:30 p. m. for Easton, Bothlehem, Allentown, Allentown, Mauch Chunk, Milkenbarre, Reading, Harristurg, etc. On Sundays at 5:30 p. m. for Easton, Bothlehem, Allentown, Allentown, Mauch Chunk, Milkenbarre, Reading, Harristurg, etc. On Sundays at 5:30 p. m. for Easton, Bothlehem, Allentown, Allentown, Mauch Chunk, Milkenbarre, Reading, Harristurg, etc. On Sundays at 5:30 p. m.

p. m. or 7:30 p. m. for Easton, Bothlehem, Allentown.
4:30, 8,15, 11:00 a. m., 1:00, 4:00, 4:30, 6:15 p. m. Sundays
4:00, 0:00 a. m. for Red Bank, Long Branch, Ocean Grove,
(except Sandays), Fout Pleasant.
4:30, 8:15 a. m., 1:00, 4:30 p. m., for Lakewood, Toma River
and Barnegard. and Barnessa.

4:30 a. m., 1:00 p. m., for Atlantic City, Vineland, Bridgeton
and Cumberland and Maurice River R. R.

4:30, 8:15, 11:45 a. m., 1:00, 4:30, 5:30 p. m. for Freehold,

4:30, 8:15, 11:45 a. m., 1:00, 1:00, 4:00, 4:30, 5:30,

6:16 n. m. Sundays 4:00, 9:00 a. m. for Perth Amboy.

NEW JERSEY SOUTHERN DIV.

From Piers N. R., via Sandy Hook.

For Atlantic Highlands, Seauright, Long Branch, &c., 3:45

p. m.

p. m. For time of trains to local points see time-tables at Tickes Offices.

PENNSYLVANIA RAILROAD.
On and after APRIL 25, 1887.

AND UNITED STATES MAIL ROUTH.

Trains leave New York, via Desbrosses and Cortlands Streets
Ferries, as follows:
Harrisbrug, Pittsburg and the West, with Pullman Palace
Cars attached, Sa. m., 7 and Sp. m. daily New-York and
Chicago Lumited of Parlor, Dining, Smoking and Siceping
Cars at 9 a. m. every day.
Williamsport, Lock Haven, 9 a. m., 8 p. m.; Corry and Erle
at 8 p. m., connecting at Corry for Titusville, Petroleum
Centre, and the Oil Berions.
For Lebanon, 9:00 a. m., 8:20 p. m., and 12:15 night.

for Leanner, 9:00 a.m., 9:00 t. m., each 12:15 sign.

Lon Express of Pulman Palace Cars faily, except 3:mlass,

10 a.m., arrive Washington 4:00 p. m. and daily, 3:40 p. m.

arrive Washington 8:55 p. m. regular at 0:20, 8:00 and 8:35

a.m., 1:00, 2:00, 4:30 and 9 p. m., and 12:15 sight. Sun

day, 5:15 and 9:00 a.m., 4:50 and 9 p. m., and 12:15 night.

Our Litantic City. except Sunday (through parior ear),

Express Trains leave New York, via Desbrosses and Cortland Streets Perries, as follows:
6:20, 7:20, 8, 9 (9 Chicago Limited and 10 Washington Limited; and 11 a. m., 1, 2, 3:20, 4, 4:30, 5, 0, 7, 8 and 9 p. m., and 12:15 night. Accommodation 8:30 and 11:10 a. m., 4:40 p. m. Sundays Express 6:16, 9 (9 Limited), and 10 a. m., 4:40:30, 5, 7, 8 and 9 p. m., and 12:15 night.

Trains leaving New York daily except Sunday at 7:20, 9 and 11:10 a. m., 1, 2, 4, 5, 8 p. m. and 10 a. m., and 5 p. m., on Sundays connect at Trenton for Camden.

Returning, trains leave Broat Street Station, Philadelphia 12:01, 3:20, 4:05, 4:05, 10; 6:05, 7:30, 8:20, 8:30, 9:40, 11 and 11:15 a. m., filmited Express 1:14 and 4:50 p. m.), 12:40, 8:20, 4:05, 4:40, 5:10, 6:30, 7:40, 8:20, 4:05, 4:40, 5:10, 8:30, 9:40 a. m., 12:40, 4 (4:50 Limited), 6:35, 7:12 and 8:12 p. m. FOR PHILADELPHIA.

Ticket Offices, 349, 435 and 944 Broadway, I Astor House, Battery-piaco, and foot of Desbrosses and Cortland sta.; 4 bourt-st. and Brooklyn Annex Station, foot of Fultons, irrockivn; Station, Jersey City; Emigrant Ticket Office, Cat-ic Garden.

is Garden.
The New York Transfer Company will call for and check nargage from hofels and residences.
CHARLES E. PUGH.
General Manager.
General Pass'r Agent.

NORTHERN BAILROAD OF NEW-JERSEY. Tenafty, Closter, Spark Hill and Nyack 5:30, 7:10, 8:20, 8:30 and 11:30 a. m., 1:15, 8:70, 4, 4:50, 5:20, 5:40, 6:30, 8:10.30 p. m., 12 midnight. Sundays, 7:10, 9:30 a. m., 4 and 9. m., Nor Nanuck, Spring Valley, Monsey and Tellmans, 5:30, 7:10, 9:30 a. m., 4:50, 6:30 p. m. Sundays, 9:30 a. m., 8 p. m.

E RIE RAILWAY, now known as the NEW-YORK, LAKE ERIE AND WESTEN RAILWOAD, Through trains leave 23d-st, and Chambers-st, stations at same hour. Local trains leave 23d-st, station fifteen minutes earlier than from Chambers-st.

9 a. m.-Day Express, week days, Ruffet Drawing-room Coacnes to Binghauton, Elmira, Hernellsville, Buffalo, Pullman Sleeping Coaches from Hornellsville to Chicago, Ep. m.-Daly (5-55 from 23d-st.) "Chicago and St. Louis Limited," a solid Pullman train of Day and Buffalo for the Chicago and St. Louis Louis, Pullman Sleeping Coaches to Buffalo, Niagara State, Hamilton and Toronto. No extra charge for fast time.

St. Louis. Pullinan Sleeping Coaches to Buffalo, Niagara Palls. Hamilton and Torouto. No extra charge for fast time.

8 p. m.—Daily. Chicago Express. Pullman Day and Sleeping Coaches to Binghamton, Elmira. Rochester, Buffalo, Niagara Spalis, Cincinnati and Chicago.

Rutherford and Passale, week days. 445, 545, 720, 750, 850, 610, 620, 7150, 850, 650, 610, 630, 715, 745, 933, 10:30 p. m. 12:00 midnight, 5undays, 545, 8:30, 10:20 a. m. 12:00 noon, 145, 415, 630, 745, 9,00, 10:30 p. m., 12:00 midnight, 9undays, 545, 8:30, 10:20 a. m., 12:00 noon, 145, 415, 6:30, 745, 9,00, 10:30 p. m., 12:00 midnight.

Paterson, week days. 445, 545, 7:20, 7:50, 9:30, 10:20 a. m., 12:00 noon, 1:45, 2:30, 8:90, 3:50, 4:40, 5:00, 5:10, 6:30, 5:50, 6:10, 6:30, 7:15, 7:40, 8:00, 8:30, 10:30 p. m., 12:00 midnight. Sundays. 5:45, 8:30, 10:20, 12 noon, 1:45, 4:15, 6:30, 7:45, 8:00, 9:00, 10:30 p. m., 12:00 midnight. Sundays. 5:45, 8:30, 10:30 m. m., 12:45, 8:30, 10:30 m. m., 12:45,

0.20 a.m., 6:30, 8:00 p.m. The 9:00 a.m. trvin steps all ain at. only. 1 Jervis, 4:45, 7:50, 9:00, 10:20 a.m., 2:30, 3:30, 4:30, 8:00, 60, 8:30 p.m. Sundays, 8:30, 10:20 a.m., 6:00, 6:30, 8:00 Bood Side P. B. Committee and apartments in Drawing Room and Tickets or passage and apartments in Drawing Room and Sleeping Coaches can be obtained, and orders for the checkins and transfer of bagrage may be left at the Company's offices, Nos. 401, 711, 493 Froa way, 187 West-st. N. Y., No. 331 Fulton-st., Brooklyn, or at the Company's depots. Express trains from the West arrive in New York at 7:17, 7:47, 10:55 a. m. and 10:00 p. m. GEO. DE HAVEN, A. G. P. Agt. L. P. FARMER, G. P. Agt.

FOR HUDSON AND COXSACKIE. L Boats leave at 6 p. m., Tuesdays, Thursdays and Saturdays from Pier 35 N. R., foot of Jay'st.
Mondays, Wednesdays and Fridays from Pier 35, foot of Pranklin-st., connecting with Boston and Alvany R. R.

EHIGH VALLEY RAILROAD.

PASSENGER TRAINS leave foot of Cortlandt and Des

PASSENGER TRAINS leave foot of Cortland and Deshroases ats. as follows:

7 a. m. for Catasanqua and intermediate points.

8 a. m. for Geneva, Lyons, Elmira, Rochester, Enfale and the West and principal local points. Chair car to Wilkesbarre, 1 p. m. for Tunkhannock and intermediate points. Chair car to Tinkhannock. Connection to Reading and Harrisburg.

8:40 p. m. for Pittstoin.

6:40 p. m. for Pittstoin.

6:40 p. m. for Coplay and intermediate points. Connection to Reading and Harrisburg. Chair car to Coplay.

7 a. m. c. Genera, Lyons, Elmira, Rochestor, Buffale and the West. Pullman alceper to Lyons.

7:50 p. m. for Coplay and intermediate points.

7:50 p. m. for Lourays and Interlucediate points.

Trains leaving at S. s. so., 1 p. m. and S:40 p. m. connect for all points in Mahanoy and Harleton coal regions.

8 a. m. for Pauch Churk, Harleton and intermediate points.

5 a. m. for Coplay and intermediate points.

7 p. m. for Coplay and intermediate points.

7 p. m. for Geneva, Lyons, Elmira, Rochester, Buffale and the West.

Pullman slever to Lyons.

General Eastern Office, 235 Broad way,

DELAWARE, LACKAWANNA and WEST-ERN RAILROAD, SHORTEST LINE BE TWEEN NEW-YORK AND BUFFALO, LIGHTNING EXPRESS TRAINS, NO DUST ALWAYS ON TIME, PULLMAN PALACE DAY AND SLEEPING COACHES. PULLMAN PALACE DAY AND SLEEPING COACHES, Depots in New-York, foot of Barolay and Christopher eta. It a. in. Daily except Sunays, Buffalo and Cswego Express for Water Gap, Stroutsburg, Seranton, Binghanton, Eimira Bath, Buffalo, Syracuso, Oswego, Greena, Oxford, Norwich, Utica: connect at Scrauton for Pittston, Wilkesbarre, Danville and Northinuberland, at Owego for thace and intermediate stations.

1 p. in. Binghamton and Etimira Express for Water Gap, Scrauton, Binghamton, Owego and Eduira, connects at Scrauton for Pittston, Kingston, Wilkesbarre, Danville Market Gap, Scrauton, Binghamton, Owego, Barra, Coraing, Bath, Wayland, Buffalo, de, arriving in Buffalo Fig. 20 a. in.

3 p. in. Daily Buffalo Limited Express for Stroutsburg, Scrauton, Binghamton, Owego, Elmira, Coraing, Bath, Wayland, Buffalo, de, arriving in Buffalo Film Foot of Stroutsburg, Scrauton, Binghamton, Cortland, Syramase, Oswego, Greeka, Connects at Buffalo with trains for all points West. Tickets for sale and baggago checked at 285 Broadway and the Westcott Express offices in New-York and Brooklyn.

STONINGTON LINE.

For Ecston, Providence and all Eastern points, Stemmers will leave Pier new No. 38, North River, one block Stepners will leave Pier new No. 38, North River, one block Stepners will leave Pier new No. 38, North River, one block Stepners will leave Pier new No. 38, North River, one block Stepners will leave Pier new No. 38, North River, one block Stepners will leave Pier new No. 38, North River, one block Stepners will leave Pier new No. 38, North River, one block Stepners will leave Pier new No. 38, North River, one block Stepners will leave Pier new No. 38, North River, one block Stepners will leave Pier new No. 38, North River, one block Stepners will leave Pier new No. 38, North River, one block Stepners will leave Pier new No. 38, North River, one block Stepners will be a stepner of the block of t